



S. A. S. M. E. E. Bulletin

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**THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

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CLUB JOTTINGS

BY SMOKEY

SUMMER RUNNING DECEMBER 2007

Having experienced a very dry winter and spring the upshot is that SASMEE has had excellent weather and the pfd on Sunday 3rd December was no exception. With a warm sunny day of 23 degrees we experienced our equal best ever day that of a pfd 2 years ago. The queue started lining up 45 minutes before opening time, and eventually extended the whole laneway and out into Millswood Crescent.

Once opening time commenced the gateman, Michael Tingay, reported a continuous stream of patrons until 2.45pm. There were 14 parties [mostly birthdays], noted that one party consisting of 25 children and 25 adults. At one time some 85 people were noted waiting at SASMEE Park Station and a lesser number were noted waiting at Millswood Station.

Notwithstanding this mega crowd the so called footwear problem was virtually non existant with only 2 or 3 people being spoken too, even then a shoe swap took place and everyone was happy. Later in the afternoon 2 locos on the 5" gauge, doubled headed with 3 cars and carrying a guard which made for an interesting movement. It was noted that care had been taken to operate at a moderate speed.

Similarly, on the 7.25" gauge, Koppel added another 2 carriages to the existing 2 together with the mandatory guard.

In the canteen Marg. Lewis and Jean Clatk had help from Mary Homann, whilst Ralph McEvoy delighted in cooking hot chips.

Good on you Ralph!!

The steam house had several parties camped in close proximity, so no doubt Colin, Ralph, John and Bob were asked plenty of questions about full size machinery. Bernie Dickinson was noted flitting about having just given our full size boiler its annual certificate. The boat pond was looking resplendant after having been "dosed" a couple of times over a period of 4 weeks and it must be said that this is entirely due to the efforts of John Lewis --- no one else shows any interest in looking after the water, it sure as hell wont look after itself!! This opportunity is

taken to say, publicly, many thanks John.

Boaties Bob Smith, Malcolm Ambler, Bill Weste and Norm Kernick operated a variety of craft with Norm doing the obligitory 3pm hydroplane display. [there were no ducks to stuff things up.]

The crowd was so great that the area behind the boat pond down to the Lily Pad Bridge was a sea of people with many people just sitting on the gentle sloping lawns watching the trains go by.

It was tipped that the day would be a mediocre one due to the close proximity to xmas and all the festive celebrations getting underway ---- How wrong we were.!!!

A noteworthy item is the fact that notwithstanding the very long queues waiting for a train ride, no one complains -- perhaps it is because there is so much going on and so much to see. Anyway, the good rollup of Locos made the waiting time as short as could possibly be.

SASMEE PARK STATION

Station Attendants Graham Richards and Don Awalt were very busy loading the following trains:-

2-8-2	D& RGW Mudhen #453	Peter Hoyer.
2-8-0	Nigel Gresley # 456	Bryan Homann.
0-6-0	Schenectady	John Beal.
4-8-2	SAR 500 Class #509	John Mere.
4-6-0	Black Five #5073	Alan Wallace.
2-8-0	Buffalo #8307	Brads Cottle.
0-6-0 x2	Kitson Myer #34	Graeme Driscoll.
-----	Shunter Jack 005	John Monte
-----	Shunter Junior 004 [on siding as pilot]	

MILLSWOOD STATION

Station attendants Alan Brabham and Alex Mitropoulos were also busy loading the following trains:-

0-6-0	Simplex #10	John Lewis.
0-4-2	Talylyn #1	Bert Francis.
0-4-0	Dolgoch #2	Barry Dunstan.
0-6-0	Koppel	Glen Templeman.
0-6-0	Hunslett Pet/Hyd.	Ian Thomas.

For the final Public Run FOR 2006 it was certainly our best.

7.25"g CLUB CARS

The two 7' 6" long passenger cars recently purchased second hand from a club member have been repainted and modified where necessary to suit SASMEE requirements. Both cars are heavyweights with excellent safe, riding qualities. The bogies are fitted with steam/hydraulic brakes with the brake blocks made from resin impregnated material which apart from having a long life cause negative wheel wear.

The bogie transom is fitted with roller bearings in lieu of rubbing blocks which counteracts friction on curved track. The cars are numbered M7 and M8 and are painted gloss Brunswick Green and gloss Burgundy.

The end boards bear the car number and type of braking with the name SASMEE stencilled on each side panel. Both footboards have the mandatory zebra stripes and the seat is removable for service requirements.

In 7.25"g SASMEE now owns 8 vehicles, 7 of which are passenger cars and 1 is a service vehicle but can be converted for passenger carrying in an emergency situation.

Of the 8 cars, 5 are fitted with steam/hydraulic system and 1 car is fitted with a hand brake. The remaining 2 do not have any brakes.

SASMEE has adopted the D.M.E. fittings for brake hose connections and persons wishing to use club cars with brakes must do likewise or alternatively make a conversion connection. It would appear, from discussions, that this type of braking could also use air as an activator.

If you have any questions, don't hesitate to ask Barry Dunstan, he will be glad to help out.

In keeping with all SASMEE passenger carrying rolling stock a current compliance sticker is affixed.

ENTERTAINMENT

Mirthmaker Ralph McEvoy is an excellent conversationalist, and this man of many talents not to mention cooking, was put to the test at the December meeting, where he gave a detailed talk, for

some 90 minutes on various aircraft that he had experience on during the 1960`s at Parafield.

Chinooks, Austers and gliders featured greatly in Ralph`s aircraft history and his many recollections supported by mathematical details proved of great interest to all present.

The January entertainment took the usual form of a play night in lieu of a meeting. Se separate report.

The February meeting was well entertained by member Lindsay Hope with a talk, supported by video`s on the role and duties of the Environmental Protection Agency [EPA] with whom he was employed from 1971 to 2003.

LAWNS

The Kikuyu lawn seed that was planted last September has now developed into a lush green area and was opened to the Public on Saturday 17th February, and will no doubt be a well sort area as it is a good vantage point to see trains departing SASMEE Park Station. Similarly, Kikuyu grass now covers the old traction engine track.

XMAS BBQ SATURDAY 16th DECEMBER 2006

A beaut day weatherwise, 26 degrees, and with the grounds in perfect condition the 100 plus persons in attendance really enjoyed themselves. Members, some with locos, began arriving as early as 2pm and intended to make the most out of the ideal conditions.

The old exhibition track area soon swelled with people jockeying for a good position for their tables and chairs. What bonus to have such lush and green lawns! There were plenty of trains on the go -- 5"g and 7.25" Barry Dunstan was noted doing many laps with his motor inspection car [MIC-6] and trailer loaded with young children. All wanted to ride up front with the driver and this was accomodated at each departure from the station. Simon Huntington brought a 7.25" 0-4-0 petrol/hydraulic loco for a run and ended up selling it to new member "Doc" Westcombe - Down. Speaking of sales Simon Lindsay has purchased from Rodney Harris a fine looking 5"g "Nigel Gresley"

built by Bert Francis back in 1979. Simon is the 4th owner of the loco and each time it has stayed with SASMEE. Simon wasted no time in familiarizing himself with his new acquisition and is looking forward to gaining his competency certificate. Only 1 boat graced the pond under the controls of Alan Wallace and some interested bystanders. By 6pm the evening was becoming cool, however the appetite was being whetted by the inviting aroma of sausages and patties being cooked on the giant BBQ by chefs Ralph McEvoy, Ralph Ollerenshaw, Bryan Homann and Simon Huntington and served by assistants Jack Davey and John Lewis.

After having served seconds all that was left was 15 snags [incidentally the same as last year] In keeping with normal tradition the desserts consisted of fruit salad and ice cream. Liquid refreshments were provided in the way of soft drinks, tea and coffee.

Following the meal the opportunity was taken for families and friends who only catch up once a year to have a chat, whilst many others just continued to ride on the trains.

It was gratifying to have the St Johns organizer, Ian Coburn present for the BBQ. The President and Secretary presented a cheque for \$1000.00 in recognition of our gratitude for the St John crew attendance on our public field days. It gives SASMEE a great piece of mind knowing that we have suitably qualified personnel on hand in the event of an incident.

By 9pm due to the coolness of the evening most people had drifted off except for the trains still operating.

Due to the layback sort of day without the pressure of public running it was decided not to put out all the signals and as all trains operated with a competent person somewhere on board it was gratifying to note that all trains operated in an acceptable manner.

Mant thanks to John Lewis for organising the show and to Gavin Thrum and the "Advertiser" for supplying the BBQ facilities. John Lewis has advised that this was his last year as the Xmas BBQ organizer after having done so for some years. If we are to continue this annual club function, that everyone enjoys, then

serious thought will have to be given by members to help out in this area. Thanks to the following trains, and drivers who supplied many rides.

5"/3.5"g Track.

4-6-0	Doris [3.5"g]	Alan Wallace.
2-8-0	Nigel Gresley #457	Simon Lindsay.
4-8-4	SAR 500 class #509	John Mere.
2-8-2	SAR 700 class #702	Bob Smith.
-----	Clishay	John Lyas.
-----	SAR 930 class d/e	David Hawkins.
4-6-0	3 Cly Freelance [ftr]	Glen Templeman.

7.25"g Track.

4-6-2	Green Pacific #8443	Ian Thomas.
0-6-0	Petrol Hydraulic	David James.
-----	MIC6 + Trailer #8	Barry Dunstan.
-----	Petrol Hydraulic	Simon Huntington.
-----	Shorties [2]	Dicker Family.

Glen Templeman was noted with his great sounding 3cylinder loco back in steam again following a recent boiler inspection.

However an injector problem prevented the much anticipated run. [Mitchell was so disappointed]

After a great day the grounds were finally vacated shortly after 11pm.

POST XMAS RUN

With a mild to warm sunny day of 23degrees, Wednesday 27th December was an ideal day for a post xmas run at SAMEE.

The gates were opened at 8am and were closed at 7.15pm and those that partook really enjoyed themselves.

The run was a spur of the moment sort of thing, hence no prior publicity.

Peter Hoyer's "Mudhen" #453 was first to steam up and looked majestic with its short consist of boxcar, open wagon and caboose in tow. Following shortly was Graeme Driscoll with "Kitson Myer" #4 and Grandson Joshua eagerly sitting in front at the controls with plenty of whistle tooting. Over on the 7.25"g track Bill Coles was giving 0-4-0 "Jens" a workout albeit a

light engine. Also on this track John Lewis was giving rides to wife Margaret and their Grandchildren.

Back on the 5" g track Barry Dunstan's "Springbok" was glad to be back in old familiar territory. After lunch Bryan and Peter Homann turned up with "Nigel Gresley" and those long 6 foot cars, some of which had prototype loads --- Looks good!

Actually Peter let Bryan have a drive. The 6 foot cars are coupled together with prototype chopper couplings. Very neat castings.

Later in the afternoon John Mere turned up with SAR 500 class #509. John had been playing with fullsize [Trans Adelaide Railcars] earlier in the day. Engine 509 looked resplendant hauling a string of SAR freight stock which were meticulously constructed by model maker Morrie Turner and Phil Waugh, both of whom were carpenters by trade.

For the day, to make things a little different, the SASMEE Park Sidings and Escape route became the main line, whilst the actual main line and loop became layover tracks.

A good time was had by all.

SUMMER RUNNING JANUARY 2007

Following the last run for 2006, on 3/12/06, when we virtually equalled our best pfd ever we had a back to back performance on Sunday 7th January 2007 with a crowd nearly as big.

What started out as a cloudy and sultry day with not much prospect turned into a Corker day of 22degrees matched with plenty of people, 9 large parties and 13 locos.

The canteen staff of Jean and Sue Clark, Marg. Lewis, Susanne Thomas and chip cooker Ralph McEvoy had little time to spare as there was a continual line up, sometimes extending beyond the verandah. One large birthday party took up residence on the grounds adjacent to the steam house so Ralph, Colin, John and Bob had plenty of onlookers.

The boat pond, again looking resplendant, played host to craft operated by Bob Smith, Bill Weste, Malcolm Ambler and not to mention Norm Kernick who fired up the hydroplane at 3pm.

Once again there were no ducks present.

Bill Coles who was Safety Officer of the day was always hovering around keeping a watchful eye on things and at the end of the day had no incidents to report. --- A good result Bill considering there were so many people present.

SASMEE PARK STATION

Station attendants Graham Richards and Ian Clark were very busy loading the following trains:-

2-8-2 D&RGW Mudhen #453	Peter Hoyer.
0-6-0x2 Kitson Myer #34	Graeme Driscoll.
0-6-0 GWR Speedy	Alan Wallace.
4-8-4 SAR500 Class #509	John Mere.
2-8-0 Nigel Gresley #457	Simon Lindsay.
----- Jack 005	John Monte.
----- Junior #004 [standby]	John Monte.

MILLSWOOD STATION

Station attendants Allan Brabham and Alex Mitropoulos were also very busy loading the following:-

0-4-0 Dolgoch #2	Barry Dunstan.
0-4-2 Talylyn#1	Bert Francis.
0-6-0 Simplex #10	John Lewis.
0-6-0 Koppel	Glen Templeman.
2-6-0 Eudlo #3	Andrew Mathews.
0-6-0 Hunslett Petrol/Hyd	Ian Thomas.

After having accrued ample training time on steam locos full member Simon Lindsay was given the green light [pardon the pun] to officially carry passengers on his "Nigel Gresley", shortly after opening time. The fact that he is now a class 3 driver was portrayed by the huge smile on his face.

TREASURER'S DUTIES.

With the sudden departure of Rodney Harris to greener pastures in Queensland, SASMEE was left in the dilemma with no treasurer. Without any cohesion Glen Templeman, who is also Vice President offered to fill the breach. The Treasurer's job is quite an onerous one and a vital part of SASMEE's well being.

Accordingly the club is indebted to Glen for taking up the reins until the Annual General Meeting in August.

The Executive Committee have decreed that a bye election is not necessary. [Const. C-8]

PLAY NIGHT

In keeping with the SASMEE tradition the January meeting on the 9th took the form of a playnight, with invitations having been sent to the other 3 local kindred clubs, namely, Morphetvale, Prospectand Penfield. Interestingly the Presidents of all 4 local clubs were present.

The day was a pleasantly warm 32 degrees and approximately 80 people began to turn up from 4pm and helped make the event very worthwhile.

John Lewis organised complimentary cake, tea, coffee and soft drinks throughout the evening.

Simon Huntington brought along an 0-4-0 petrol hydraulic loco which he sold to a new member David [Doc.] Wescombe - Down. Last year someone brought along, and sold, a motorised golf buggy, yes!, anything can happen on this night.

There was only 1 boat noted sailing on the pond, that was operated by Alan Wallace.

This particular night saw the first night run of our recently converted signals to LED power, one almost needed sun glasses!!

The steam house was not fired up although some of the crew were present. --- They preferred to ride the trains and generally "flap the gums" along with everyone else.

The following locos were noted in attendance:-

5"g Track

2-8-0	Nigel Gresley #456	Bryan Homann.
2-8-0	Nigel Gresley #457	Simon Lindsay.
2-8-2	SAR 700 Class #702	Bob Smith.
4-8-4	SAR 500 Class #509	John Mere.
0-6-0	Schenectady	John Beal.
0-4-0	Hunslet [from Penfield]	Danny Coppig.
-----	Clishay	John Lyas.
-----	Steeplecab Electric	Gavin Thrum.
-----	Junior 004 + Jack 005	John Monte.

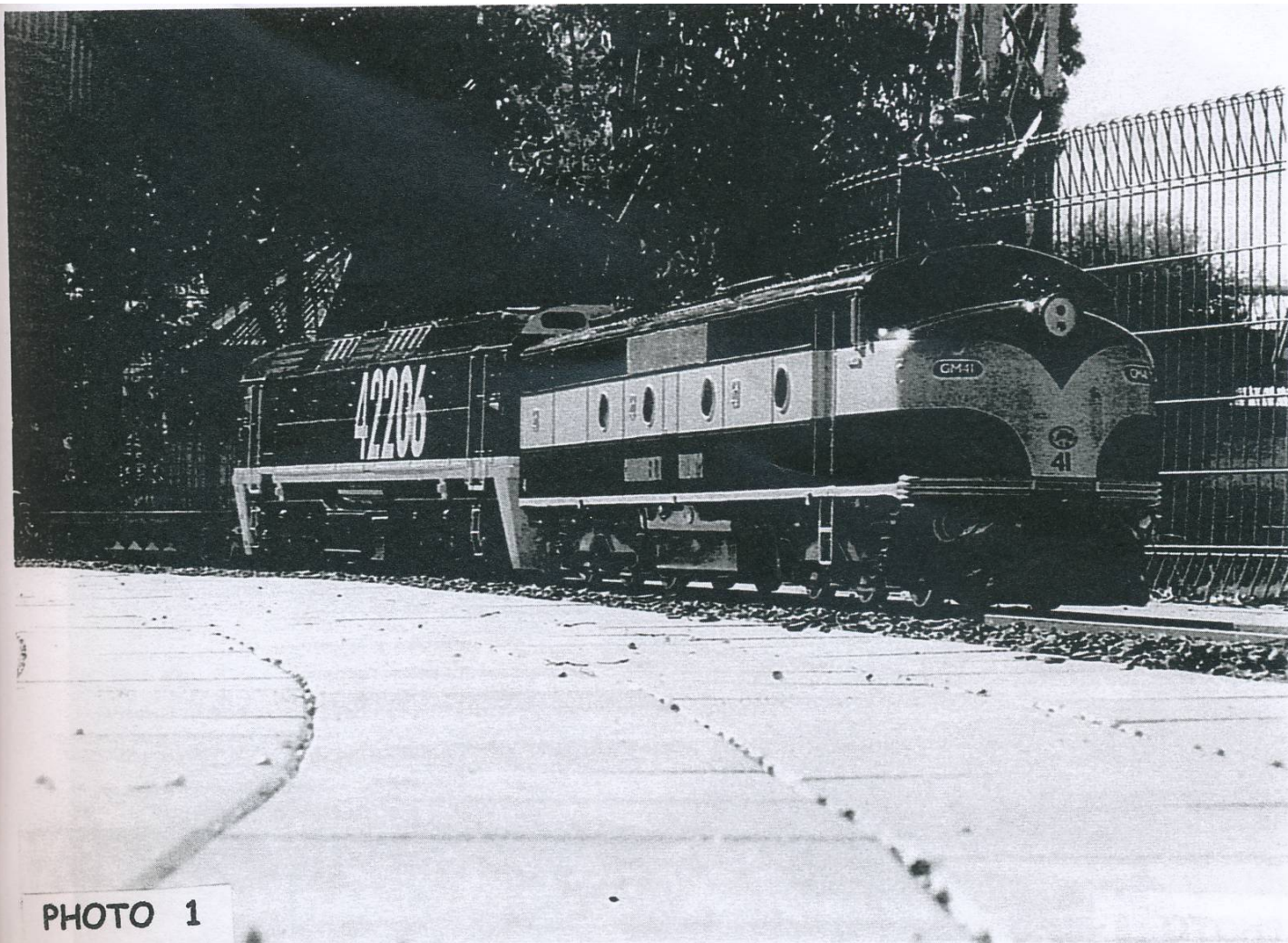


PHOTO 1

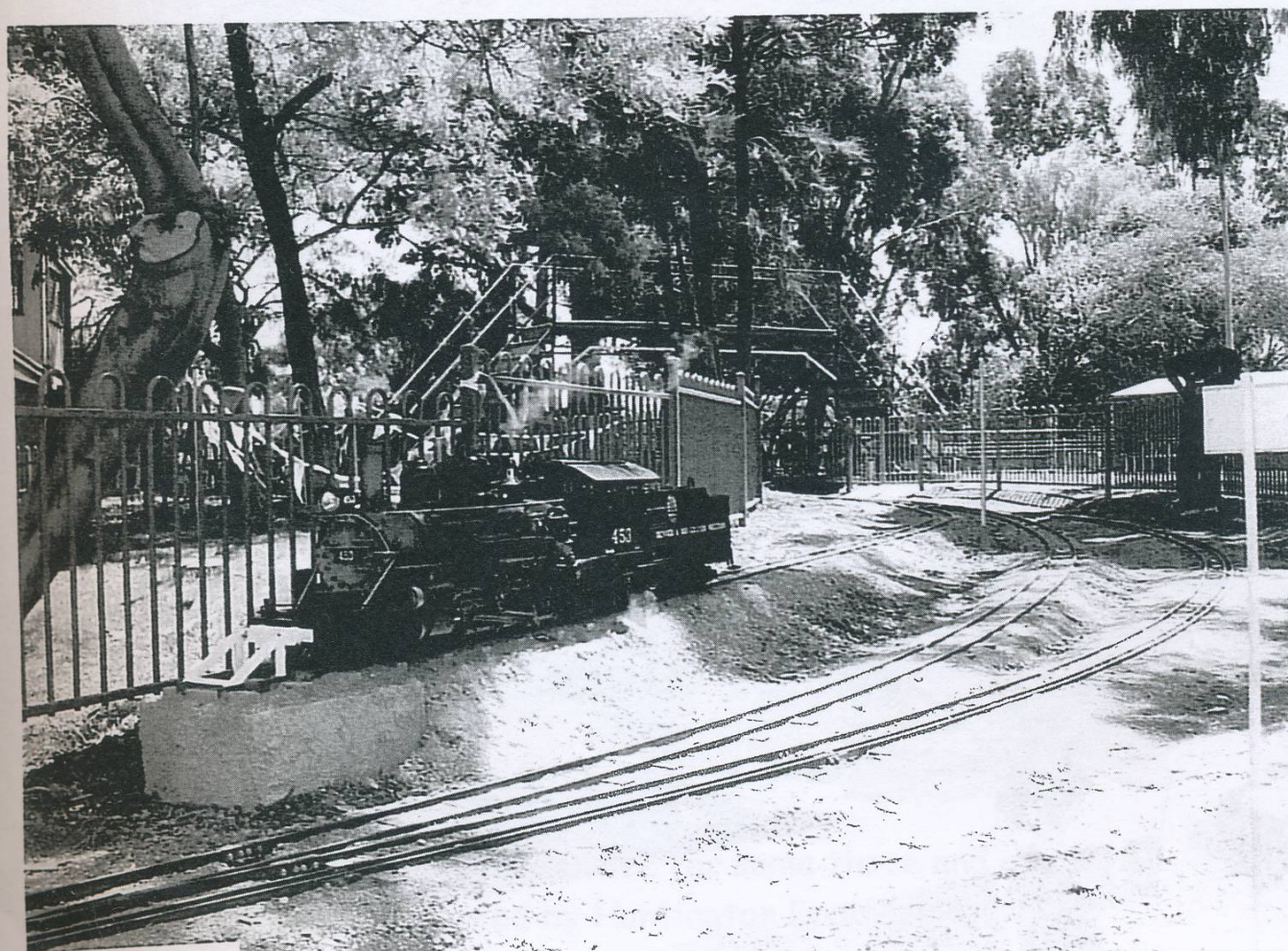


PHOTO 2



PHOTO 3



PHOTO 4

7.25" Track

----- MIC 6 & 8

----- Shorties [2]

0-6-0 Hunslet Petrol/Hyd.

Barry Dunstan.

Dicker Family.

Ian Thomas.

All in all an excellent day which commenced at 4pm and concluded at 11.30pm.

BLOWER VAC.

The machine we use is a Ryobi and it sure gets to do plenty of work with all of the leaves and other debris that have to be kept under control. Consequently the blower required maintenance to keep it going. Worn gaskets and loose body parts allowing intake of air caused it to malfunction.

One of our Wednesday workers and jack of all trades, Ralph McEvoy, kindly offered to take the blower home give it a makeover. It was returned to the club on Wednesday 31st January looking spic and span and performed like a well oiled sewing machine. It is acts of generosity such as this which exposes the camaraderie between members of SASMEE. Many thanks Ralph.

BRIDGES

A program of bridge painting has been underway for some time with the idea of all bridges receiving this attention within a period of 12 months. It is some 7 to 8 years since the bridges [except the lily pad bridge] were last painted and as the paint work has become faded and chalky it stands to reason that treating them now is far better than waiting for them to show rust which will require extra labour in derusting and priming. The pedestrian bridge to the steamhouse was painted on Wednesday 31st January by 4 members who managed to do the job in 1 day.

This bridge report will be updated.

COAL BIN

This structure has been in service for some three and a half years and was constructed by Huntington Engineering of Mt

Compass. [free plug for Simon.]

The bin will hold some 3 tonne of char and as it was emptying out the opportunity was taken to lift the lid and inspect the interior. Notwithstanding the unit material being zinc coated it was discovered that a fair amount of corrosion had taken place, presumably due to condensation within the closed space and accentuated by the acidity of the char. Two logical things were recommended by Huntington Engineering, firstly, derusting and coating the interior with coal tar epoxy. Secondly, the fitment of ventilators which are of a 4" rotary type to be fitted. Huntington Engineering submitted a quote [which was accepted] to derust and treat the interior of the bin.

This was done on Wednesday 31st January following which Barry Dunstan procured and fitted 2 x 4" rotary ventilators to the roof.

The coal bin was made ready to receive some 3 tonne of char [2 purchased plus 1 on hand] which is expected some time in February/March. The 4 barrowloads emptied from the bin will tide us over in the meantime. SASMEE thanks John Wakefield from Railway Park [AMSR5] for ordering and co-ordinating the carriage of the char from Morwell in Victoria on behalf of several clubs in South Australia.

SUMMER RUNNING FEBRUARY 2007

In a short space of time we have gone from one weather extreme to another. The pfd on the 3rd Saturday in January finished at an early time of 4pm due to heavy rain whereas the pfd on Sunday 4th February also finished at an early time of 4pm due to the extreme heat, in fact, 41.6 degrees.

As the 3 drivers were keen to operate a train service we decided that we would still open although the only patronage we had was a birthday party consisting of 6 young girls and 2 adults together with a dozen or so other people. It really was a layback sort of day and with the station attendants lounging around most of the time. The steamhouse staff of Ralph, John and Bob still lit up and operated the boiler although there were no takers in this area.

The canteen was staffed by Jean Clark and Marg. Lewis. Margaret was adamant in lighting up just one of the chip cookers maintaining that the canteen could not get any hotter. The very few passengers were able to get many rides albeit most were behind the same loco. The usual signals were in place on the 5" g track, however as only 1 train was operating on the 7.25" g track the signals were dispensed with save for the one protecting the tunnel. The boat pond, looking a bit murky, only played host to 2 operators, namely Scott Baily and Bill Weste who was testing a new boiler in his steam launch.

SASMEE PARK STATION

The following trains operated:-

0-6-0 + 0-6-0 Kitson Myer #34	Graeme Driscoll.
----- Budd Rail Car	Michael Moyse.

MILLSWOOD STATION

0-6-0 Simplex #10	John Lewis.
----- MIC #6 [ftr]	Barry Dunstan.

TRACKWORK

The trackwork at a fishplated joint in the main line immediately out of SAMEE Park Station formed something of a dog leg and eventually began to give some trouble. The fishplates were removed and straightened and ballast 18" each side of the joint was removed to expose the slotted sleepers. Four sleepers each side of the joint were "tweaked" with hammer blows thus forming the rails back to their original configuration. The fishplates and ballast were re-instated and the track is now true again. This work was carried out on Saturday 13th February.

RETAINING WALL

Our resident stone mason, earth digger, water pipe finder and mixer of concrete, namely, Jack Davey carried out repairs on Wednesday 31st January, to 10 feet of the retaining 2 brick high wall bordering the main line through Millswood station. The nearby tree, now some 20 years old began pushing up the soil

which in turn upset the brick wall, which is also the same age. Seeing that Jack was the one responsible for constructing the wall in the first place it seemed logical that the Club should put in a warranty claim!!

Thanks for the repair work Jack.

WATER TANKS

Following several complaints from drivers regarding less than clear tank water at SASMEE Park Station it was decided to get a professional in to clean the floor and walls of our 5 x 500 gallon water tanks. This was done on Wednesday 14th February and was in fact the only time the tanks have been cleaned, bear in mind that the 2 tanks at Millswood Station are in excess of 25 years of age.

Quite a deal of sludge was extracted which goes to show that we should not take loco water for granted which is why we had the professional guy install 2 filters at Millswood water tanks and 1 filter at the workshop tank. Because of minimal leaf contamination of the 2 tanks behind the 7.25" gauge carriage shed it was considered unnecessary to install filters.

SASMEE 80th BIRTHDAY.

Our club was formed in May 1927 and accordingly we will celebrate our 80th Birthday in May 2007.

The Foundation President was Vic. Messer and the Foundation Secretary was Eric Bowes.

There have been many changes along the way including extension of the elevated track in 1964 to its present configuration and subsequent lowering to ground level in 1992.

The Clubhouse was refurbished and new canteen added in 1988 and earlier saw new bridges built and others extended, not to mention the steam house extension in the late 1970's

Significant subtractions have been the demise of the racing car track and the 4 gauge exhibition track.

One could go on and on however, an opportunity to discuss our history will exist at the May General meeting night when it is hoped that as many members as possible will turn up.

Special Guests,,including all life members, have been invited to join in the special occasion which will include, a huge Black Foest Cake, Champagne, tea/coffee, cocktail pies and pasties and nibbles.

A MEMORABLE OCCASION, SO PLEASE ATTEND.

N.B. General Business will be minimal or non-existant.

NEW MEMBERS

SASMEE welcomes the following new members and trusts that they will have a long and happy association with the Club.

John Mere. Full Member Elected February 2007.

John Lyas " " " " "

Don Awalt " " " " "

David [Doc] Westcombe- Down " " "

Gerald Cox Country Member " " "

Ross Stepenson " " " " "

SUMMER RUNNING FEBRUARY 2007.

Well who would believe it. Three consecutive pfd`s with extreme weather conditions, resulting in lousy gate takings.

Saturday the 17th February had a forecast of 40 degrees which in fact turned out to be 41.5, similar to last months pfd of 41.6.

Again we had a meagre roll up of patrons which included 1 birthday party and a smattering of other people.

The birthday party of some 20 people were well prepared with 3 or 4 loaded Eskies, brief summertime clothing and of course the mandatory fully enclosed footwear. [Surprising how well this has caught on]

The steamhouse boys, Ralph and John decided against lighting up the full size boiler up and instead chose to sit under a shady tree and have a chin wag.

The nearby boat pond was devoid fo all water craft which was quite OK with the ducks that flew in for the afternoon.

Had it not been for the offer of 5 drivers to operate trains in the extreme weather conditions we would not have opened the gates.

SASMEE PARK STATION

The following trains operated:-

0-6-0 x2 Kitson Myer #34

Graeme Driscoll.

0-6-0 Simplex

Len Redway.

2-8-0 Nigel Gresley #457

Simon Lindsay.

MILLSWOOD STATION

Following trains operated:-

0-6-0 Simplex #10

John Lewis.

0-6-0 Hunslett Pet/hyd.

Ian Thomas.

Ian Thomas was an unexpected starter having just returned with wife Susanne, from a holiday in Germany.

SOME SASMEE HISTORY

April 1973

The 17th Annual Convention was held at SASMEE. 58 locos attended, 2.5" g and 3.5" g predominated. 252 meals served on Saturday night.

August 1974

Saw the introduction of a further PFD. ie 1st Sunday of the month.

December 1974

At about this time Char became available and is a far more efficient fuel than Briquettes and far less sparks.

RAILWAY QUIZ.

Q. In what year did the last train [with passengers] run to Mount Pleasant?

Answer in next Bulletin.

Answer to Quiz -- Last Bulletin.

Q. Why don't British Steam Locos have big headlights like those in other countries? eg Australia and US of A.

A. Because British rail tracks are fenced off thereby the loco crew only need to know the road. In other countries eg Australia and US of A. because of a great deal of open

country the loco crew, apart from knowing the road, need to keep a watchful eye out for foreign objects on the track. [This is a generally accepted view.

POST CONVENTION RUN

Following the 51st Annual Easter Convention at the Penfield Model Engineers, SASMEE will be hosting a post convention run on our tracks on Tuesday 10th April, from 9am until when ever, bearing in mind that the April General Meeting falls on the same day. Our visitors are invited to attend. Lunch will be provided for all in attendance, consisting of Subways and cocktail pies and pasties, together with tea, coffee and soft drinks. At the March meeting members will be asked if they can offer some help on the day.

SAFETY VALVE RUN/LOCO EFFICIENCY TRAILS

This popular annual event will take place on Saturday 23rd June 2007 [4th Saturday] added to which will be the loco efficiency trials conducted by Alan Wallace.

The gates will be opened early and the usual lunch will be provided to those who have registered.

A good days` fun is assured.

VALE MAX BLACKWELL 1928 --- 2006

Max, a resident of Broken Hill, NSW, had been a member of SASMEE since the early 1970`s and was known mainly by the older club members.

Being a boilermaker welder by trade he was well versed in the ability to construct models, which included a 3.5" g Virginia and a massive 5" g Southern Pacific PS4. Max had a multi-gauge home track which allowed him to run his locos.

Sadly, Max passed away on 15th December 2006, just short of his 79th birthday.

ARE YOU ONE OF THESE ?

Someone has said that membership in every organisation is made up of 4 kinds of bones:-

There are the **Wishbones**, who spend all of their time wishing someone else would do the work.

There are the **Jawbones** who do all of the talking, but very little else.

There are the **Knucklebones** that knock everything that everybody else tries to do.

Finally, there are the **Backbones** who get under the load and actually do the work.

SHOW OF WORK CORRECTION

In the show of work summary of November '06 a 1/16th scale model of a #2 Steam Motor Coach was attributed to Michael Tingay. This was incorrect, the maker of this very fine glass case model was Bryan Homann. [Editor's apologies]

OTHER THINGS ----- by the Editor.

One recognizes "Starrett" as the maker of fine measuring tools. A Mr I. S. Starrett [1836-1922] was accredited with inventing the combination square. Currently their product lines covers some 5,000 items. Their "Master" gauge blocks [slip gauges] {Brand name "croblox" } were produced in 1955 out of a chromium carbide material to an accuracy within 1 millionth of an inch [0.0000254mm]. They are checked periodically by the National Bureau of Standards and Technology and have remained stable to original limits. Bill Coles.

PHOTO GALLERY

Photo 1 5"g GM41 & 42206 at Eddington Club. Vic.

Photo by Paul Craven Vic.

Photo 2 Additional trackwork at SASMEE Park Station showing dead end siding, the escape route centre with mainline in the foreground.
Date 27/12/06

Photo 3 Hard to tell which is the model --- "Mudhen" with consist in foreground or T.A. 3000 Class railcar in background. Date 27/12/06

Photo 2 -- 3 by Peter Hoyer.

Photo 4 General view of the Sailing Pond in the Grand Hall, Olympia, during the 1996 Model engineering Exhibition.

Photo 4 -- by Bill Coles.

FOR SALE

PANASONIC HI - FI SYSTEM
Including SUB WOOFER.

As new condition -- Still under Warranty.

450 Watts RMS -- Great Sound.

5 stack CD Changer.
Dual Cassette Decks.
FM/AM Tuner.

Phone Barry Dunstan 08 8248 4843.
For more Details

FOR SALE

VERTICAL MILLING MACHINE.

HAFCO VO - AIS MODEL.

Table -- 760 x 200mm

Spindle Taper. -- #3 Morse.

Speed Range. -- 180 -2870rpm.

[9 steps]

Motor [240 V] -- 1.5 HP.

Imperial / Metric collet set plus

Drill Chuck.

Phone Alan Sambrooks 08 8322 7927
For more Details

WANTED / FOR SALE

WANTED

7.25" g 4-Wheel rolling stock, any condition
anything considered.

2.5" g 4 - Wheel rolling stock, any condition
anything considered.

FOR SALE.

Model boat: pro-built GRP mono-hull hydro, used
condition, 725L X 260W X 100H mm plus
"Super Tigre" .20 R/C glo-plug engine
and muffler. \$180.00

Model stationary engine: Aust-made "SteamCo" single
cylinder oscillator, new in box never fired. \$180.00

Gauge 1 gas-fired steam loco kit, new-old-stock, Argyle
Locomotive Works [Vic] Baldwin 0-4-0 cane loco
"Philadelphia", copper boiler [assembled by Argyle],
sheets of plans, castings, laser cut panels. \$650.00

Garden railway pneumatic points & signals control system.
new-old-stock, "Del Aire" [USA] for outdoor control in
any weather at any time. Includes 26 litre compressed
air tank [operational pressure 85-125psi], lines, gauges,
valves, fittings, point controllers etc \$280.00

Radio control unit for trains, RCS [Vic] new in box.
Dual -loco control unit. \$250.00

Radio control unit for trains, RCS [Vic] new in box.
Single - loco control. \$200.00

Box of NZ - made "NineMille" new-in-box goods &
passenger rolling stock kits [several offered as a "job
lot"] \$70.

Contact "Doc" Wescombe-Down on 08 8271 3066,
or d.wd@bigpond.com For further Details.

S. A. S. M. .E. E. OFFICE BEARERS

2006----- 2007

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